

**Transportation Department, Idaho**  
**Management and Support**

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**Description:**

To provide efficient, timely, and cost-effective financial planning, resource allocation, management, and administration of the department's human and fiscal resources, equipment, supplies, and facilities.

**Major Functions and Targeted Performance Standard(s) for Each Function:**

1. Information Technology.
  - A. Fully implement the department's long range Information Strategy Plan.

| Actual Results             |                             |                           |                          |
|----------------------------|-----------------------------|---------------------------|--------------------------|
| 2000                       | 2001                        | 2002                      | 2003                     |
| Enterprise Data model Team | Technical Architecture Team | ISP Strategies Formalized | Tech Implementation Prog |
| Projected Results          |                             |                           |                          |
| 2004                       | 2005                        | 2006                      | 2007                     |
| Tech Implementation Prog   | Tech Implementation Prog    | Tech Implementation Pro   | Tech Implementation Pro  |

**Program Results and Effect:**

**Results:**

The department recently completed an Enterprise Data Model (EDM) evaluation in 2001 that included an exhaustive identification of department-based data elements including answering who maintains and uses the data and identifying where redundant data resides. The one primary product of the EDM effort is an Information Strategy Plan (ISP) that will be developed and will include all present and future technology-based initiatives. There will also be a Technical Architecture Team organized that will determine operating platforms used within the department. The Technology Implementation Program will adopt EDM concepts and recommendations and develop implementation strategies over the next two years. This will be an ongoing effort within the ISP. The most critical systems will be addressed first and everything will be viewed as an interconnected information system. ISP implementation is a department wide effort. Only initiative 4 of Phase 1 has developed a schedule of projects (the team lead is Planning) and has been under way for about a year. The other initiatives 1-3 in Phase 1 are just beginning to implement their schedule of projects.

In FY 2003 the department developed and is implementing the Information Strategy Plan - Technology Information Program (ISP-TIP) which will manage technology projects programmatically to help ensure resources are specifically targeted to department business strategic goals.

**Effects:**

The implementation of four phases of strategic initiatives in the Information Strategy Plan will provide enhancements to staff productivity and effectiveness, and provide cost savings within the department by greatly reducing information system redundancies.

For more information contact the Administrator at 334-8046.

## Transportation Department, Idaho

### Planning

#### Description:

The program is responsible for (1) preparation and updating of documents such as the strategic plan, long-range transportation plan, rail plan, bicycle/pedestrian plan, highway plan, pavement management reports, and Highway Needs Report; (2) maintaining route inventories for transportation systems; (3) assisting local governments with transportation planning; (4) gathering, analyzing, and distributing statewide highway and traffic data; (5) maintaining the department's linear referencing system and transportation maps; (6) developing a GIS system; and (7) updating the HPMS data for FHWA reporting; and 8) coordinate special highway programs.

#### Major Functions and Targeted Performance Standard(s) for Each Function:

##### 1. Planning Coordination.

###### A. Complete the long-range transportation plan update.

| Actual Results    |      |                         |         |
|-------------------|------|-------------------------|---------|
| 2000              | 2001 | 2002                    | 2003    |
| N/A               | N/A  | Vision Mgmt Team Formed | Ongoing |
| Projected Results |      |                         |         |
| 2004              | 2005 | 2006                    | 2007    |
| Complete          | -    | -                       | -       |

###### B. Fully implement the GIS Business plan.

| Actual Results         |                        |                        |                        |
|------------------------|------------------------|------------------------|------------------------|
| 2000                   | 2001                   | 2002                   | 2003                   |
| N/A                    | N/A                    | Partial Implementation | Partial Implementation |
| Projected Results      |                        |                        |                        |
| 2004                   | 2005                   | 2006                   | 2007                   |
| Partial Implementation | Partial Implementation | Partial Implementation | Complete               |

###### C. Provide technical and administrative support to the three new Metropolitan Planning Organizations.

| Actual Results    |         |           |         |
|-------------------|---------|-----------|---------|
| 2000              | 2001    | 2002      | 2003    |
| N/A               | N/A     | Initiated | Ongoing |
| Projected Results |         |           |         |
| 2004              | 2005    | 2006      | 2007    |
| Ongoing           | Ongoing | -         | -       |

##### 2. Information System.

###### A. Implement the Phase 1, Initiative 4, of the department's Information Strategy Plan.

| Actual Results    |         |                |         |
|-------------------|---------|----------------|---------|
| 2000              | 2001    | 2002           | 2003    |
| N/A               | N/A     | Team assembled | Ongoing |
| Projected Results |         |                |         |
| 2004              | 2005    | 2006           | 2007    |
| Ongoing           | Ongoing | Complete       | -       |

**Program Results and Effect:**

**Results:**

The program primarily produces outputs which are used by other programs within the department. It also has an important role in producing administrative outputs required by the Federal Highway Administration for reporting purposes. These administrative outputs meet at least one of the following criteria: (1) they take a substantial amount of time to produce; (2) they require primarily ongoing/year-round activities, and (3) they have quarterly, semi-annual, or annual scheduled/mandated due dates. Here is an example of an output used by other areas of the department: The annual vehicle miles traveled (VMT) helps highway design personnel decide where and when roadway improvements need to be scheduled, assists private business when deciding upon locations to build or expand, and are also used to project roadway congestion levels. The VMT is also a required output by the FHWA and is reported in It's annual Highway Program Monitoring System report.

The program is responsible for statewide transportation planning efforts (both long- and short-range) and coordinates efforts with the public, associations, and officials from cities, counties, and other state and local agencies. The long-range transportation vision update is in process. The division's efforts on the Enterprise Data Model / Information Strategy Plan will partially implement the GIS Business Plan, although full implementation is not scheduled until 2007.

An Environmental Justice Task Force will determine a process for assessing the distribution of transportation program benefits and burdens with respect to identified low-income and minority groups and will determine whether an adjustment process is needed to address any identified imbalances in the distribution of transportation program benefits and burdens. Environmental Justice will be focused on the long-range transportation vision update to ensure representation of minority and low-income populations.

Data gathering and analysis for both the Pavement and Congestion Management Systems is conducted within this program in support of the Highway Operations Program.

**Effects:**

The program is responsible for ensuring that the planning requirements of the Federal Highway Administration are being implemented, both within the department and within the six metropolitan planning organizations in Coeur d'Alene, Lewiston, Boise, Nampa, Idaho Falls, and Pocatello. Most federal planning requirements have funding holdback penalties, therefore the state is assured of full federal funding by the implementation of these planning requirements. Statewide planning and coordination helps the department to maximize the efficiency of the transportation system through the efficient use of limited resources.

The program is also responsible for providing mandatory highway and traffic data to the Federal Highway Administration and data for several strategic highway performance measures, including those for pavement condition and congestion.

For more information contact the Division of Transportation Planning at 334-8201.

## Transportation Department, Idaho

### Motor Vehicles

#### Description:

To meet the needs and expectations of motor vehicle customers, and of the county Sheriffs and Assessors who work as our agents, by efficiently managing driver licenses, weigh-station operations, vehicle registrations, vehicle and vessel titles, over legal permits, and the revenue these programs generate.

#### Major Functions and Targeted Performance Standard(s) for Each Function:

##### 1. Driver and Vehicle Information Management.

###### A. Transfer 75% of over legal permits transferred electronically (Title 49-1004).

| Actual Results    |               |               |      |
|-------------------|---------------|---------------|------|
| 2000              | 2001          | 2002          | 2003 |
| (see Results)     | (see Results) | (see Results) | 35%  |
| Projected Results |               |               |      |
| 2004              | 2005          | 2006          | 2007 |
| 40%               | 45%           | 50%           | 55%  |

###### B. Provide driver records to all 47 Idaho Courts electronically (Titles 49-202 and 49-1202).

| Actual Results    |           |           |           |
|-------------------|-----------|-----------|-----------|
| 2000              | 2001      | 2002      | 2003      |
| 7 Courts          | 8 Courts  | 9 Courts  | 29 Courts |
| Projected Results |           |           |           |
| 2004              | 2005      | 2006      | 2007      |
| 33 Courts         | 37 Courts | 41 Courts | 45 Courts |

###### C. Provide DMV records electronically to 100 lien holders (Titles 49-505 & 49-517).

| Actual Results    |          |          |          |
|-------------------|----------|----------|----------|
| 2000              | 2001     | 2002     | 2003     |
| 32 Users          | 60 Users | 65 Users | 65 Users |
| Projected Results |          |          |          |
| 2004              | 2005     | 2006     | 2007     |
| 75 Users          | 80 Users | 85 Users | 90 Users |

###### D. Increase to 20 the Insurance companies submitting SR22 records electronically (Title 49, Chapter 12).

| Actual Results    |          |          |          |
|-------------------|----------|----------|----------|
| 2000              | 2001     | 2002     | 2003     |
| na                | 2 Users  | 2 users  | 9 Users  |
| Projected Results |          |          |          |
| 2004              | 2005     | 2006     | 2007     |
| 12 Users          | 15 Users | 18 Users | 20 Users |

##### 2. Regulatory Oversight.

###### A. Weigh 1.0% more vehicles each fiscal year. (Title 40-510).

| Actual Results    |           |           |           |
|-------------------|-----------|-----------|-----------|
| 2000              | 2001      | 2002      | 2003      |
| N/A               | 2,458,326 | 2,485,841 | 2,341,662 |
| Projected Results |           |           |           |
| 2004              | 2005      | 2006      | 2007      |
| 2,608,534         | 2,673,748 | 2,740,591 | 2,809,106 |

**Program Results and Effect:**

Results:

- Increased court access to the electronic driver records database speeds the court process up at the county level and reduces data-entry requirements at DMV. (This targeted performance measure (47 Idaho Courts) will be slow to obtain because most county courts are not computerized and do not have the funds in their near-future budgets to obtain the necessary computer hardware.)
- Increased number of lien holders participating in the Electronic Lien System. (This access is voluntary and needs continuous promotion to the financial community.)
- Increased weighing will protect Idaho's highway infrastructure. The 2003 measure was -5.8% due to a 3-month loss of data at one of the I-84 weigh stations. The target was lowered to 1% due to several weigh-in-motion installations not coming online as quickly as anticipated. Also, the time frame for collecting reportable data was shifted slightly and adjustments were made to past actual results.
- The percentage of over-legal permits transmitted electronically was adjusted due to the decision to not count faxed communications as electronic transfers.

Effects:

The Motor Vehicles Program benefits the public through its enhanced, responsive motor vehicle service and its ongoing commitment to efficiency. This program will be reviewed for Continuous Quality Improvement opportunities, and to ensure timely progress toward targeted performance standards, especially in the areas impacting customer service.

For more information contact the Administrator at 334-8289.

# Transportation Department, Idaho

## Highway Operations

### Description:

To support the state transportation system by increasing the State Highway System's level of performance through planning, design, construction, repair, maintenance, safety, and environmental responsibilities and concerns.

### Major Functions and Targeted Performance Standard(s) for Each Function:

#### 1. Facility Performance.

##### A. Maintain deficient pavement at no more than 15%.

| Actual Results    |      |      |      |
|-------------------|------|------|------|
| 2000              | 2001 | 2002 | 2003 |
| 18%               | 18%  | 15%  | 15%  |
| Projected Results |      |      |      |
| 2004              | 2005 | 2006 | 2007 |
| 15%               | 15%  | 15%  | 15%  |

##### B. Reduce weight-restricted bridges to no more than seven.

| Actual Results    |      |      |      |
|-------------------|------|------|------|
| 2000              | 2001 | 2002 | 2003 |
| 22                | 21   | 17   | 12   |
| Projected Results |      |      |      |
| 2004              | 2005 | 2006 | 2007 |
| 7                 | 7    | 7    | 8    |

##### C. Reduce width-restricted bridges to no more than 35.

| Actual Results    |      |      |      |
|-------------------|------|------|------|
| 2000              | 2001 | 2002 | 2003 |
| 53                | 52   | 49   | 44   |
| Projected Results |      |      |      |
| 2004              | 2005 | 2006 | 2007 |
| 35                | 28   | 22   | 19   |

##### D. Reduce height-restricted truss bridges to no more than four.

| Actual Results    |      |      |      |
|-------------------|------|------|------|
| 2000              | 2001 | 2002 | 2003 |
| 7                 | 7    | 7    | 7    |
| Projected Results |      |      |      |
| 2004              | 2005 | 2006 | 2007 |
| 5                 | 4    | 2    | 2    |

##### E. Rural congestion Targets (miles) for 2004-7 are yet undefined.

| Actual Results    |              |              |              |
|-------------------|--------------|--------------|--------------|
| 2000              | 2001         | 2002         | 2003         |
| na                | na           | na           | 235 miles    |
| Projected Results |              |              |              |
| 2004              | 2005         | 2006         | 2007         |
| Undetermined      | Undetermined | Undetermined | Undetermined |

##### F. Maintain the urban congestion rate of increase below Vehicles Miles Traveled rate of increase.

| Actual Results        |                       |                       |                       |
|-----------------------|-----------------------|-----------------------|-----------------------|
| 2000                  | 2001                  | 2002                  | 2003                  |
| na                    | <VMT rate of increase | <VMT rate of increase | <VMT rate of increase |
| Projected Results     |                       |                       |                       |
| 2004                  | 2005                  | 2006                  | 2007                  |
| <VMT rate of increase | <VMT rate of increase | <VMT rate of increase | <VMT rate of increase |

**Transportation Department, Idaho**  
**Highway Operations**

2. Facility Safety.

A. Reduce the five-year average fatality rate to 1.80 and the serious-injury rate to 10.22.

| Actual Results    |            |            |            |
|-------------------|------------|------------|------------|
| 2000              | 2001       | 2002       | 2003       |
| 1.97/13.46        | 1.93/12.86 | 1.91/12.44 | 1.87/11.78 |
| Projected Results |            |            |            |
| 2004              | 2005       | 2006       | 2007       |
| 1.85/11.23        | 1.82/10.71 | 1.80/10.22 | N/A        |

B. Increase Idaho's seat-belt usage to 76%.

| Actual Results    |      |      |      |
|-------------------|------|------|------|
| 2000              | 2001 | 2002 | 2003 |
| 59%               | 60%  | 63%  | 72%  |
| Projected Results |      |      |      |
| 2004              | 2005 | 2006 | 2007 |
| 72%               | 74%  | 76%  | N/A  |

C. Improve at least three existing railroad crossings annually.

| Actual Results    |            |            |            |
|-------------------|------------|------------|------------|
| 2000              | 2001       | 2002       | 2003       |
| 3 projects        | 3 projects | 3 projects | 3 projects |
| Projected Results |            |            |            |
| 2004              | 2005       | 2006       | 2007       |
| 3 projects        | 3 projects | 3 projects | 3 projects |

## Transportation Department, Idaho

### Highway Operations

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#### Program Results and Effect:

##### Results:

New rural and urban congestion definitions were established in December 2000. These definitions are currently under review. Targeted Performance Standards still need to be established.

Actively protected railroad crossings may need technological upgrades. Those that were upgraded years ago may still need additional active-protection devices. The new focus on "improving" at least three crossings annually instead of only focusing on passive to active improvements allows the state to address actively protected crossings that are rated as having high-priority safety improvement needs.

Targeted Performance Standards taken from the state's 2004-2006 Highway Safety Plan are based on 5-year averages for fatality and serious injury rates. Most-recent actual five-year rates are for CY 2002. Rates are calculated in May/June for the previous year's data.

Seat belt use is usually surveyed and calculated in June/July. In 2003, the rate increased by several percentage points. The 2002/2003 legislative session made changes to Idaho's seat-belt enforcement law, although it is still not defined as a primary offense.

##### Effects:

A preventative maintenance program slows the rate of pavement and bridges deterioration, thus increasing the life of our transportation facilities. Over time an efficient preventative maintenance program is more cost effective than an emphasis on rebuilding.

The traveling public and commercial motor carrier's desire for increased and efficient mobility and safety are being met. Increased funding under the Transportation Equity Act for the 21st Century (1998-2003) allowed us to address more of the needs of the State Highway System. Unfortunately, the backlog of highway and bridge needs is way beyond what current funding can totally address. Therefore, needs are prioritized and not all customers can be satisfied because not all of their immediate needs can be addressed as a high priority.

For more information contact the Chief Engineer at 334-8803.



**Transportation Department, Idaho**  
**Capital Facilities**

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**Description:**

To regulate and control the areas of building design, location, use, and funding for all new construction, remodeling, and renovation.

**Major Functions and Targeted Performance Standard(s) for Each Function:**

1. Facilities Management.

A. Fully implement the department's Capital Building Program.

| Actual Results         |                        |                        |                        |
|------------------------|------------------------|------------------------|------------------------|
| 2000                   | 2001                   | 2002                   | 2003                   |
| Development Complete   | Ongoing Implementation | Ongoing Implementation | Ongoing Implementation |
| Projected Results      |                        |                        |                        |
| 2004                   | 2005                   | 2006                   | 2007                   |
| Ongoing Implementation | Ongoing Implementation | Ongoing Implementation | Ongoing Implementation |

B. Fully implement the department's Building Maintenance Management System.

| Actual Results         |                        |                        |                        |
|------------------------|------------------------|------------------------|------------------------|
| 2000                   | 2001                   | 2002                   | 2003                   |
| Ongoing Implementation | Ongoing Implementation | Ongoing Implementation | Ongoing Implementation |
| Projected Results      |                        |                        |                        |
| 2004                   | 2005                   | 2006                   | 2007                   |
| Ongoing Implementation | Ongoing Implementation | Ongoing Implementation | Ongoing Implementation |

**Program Results and Effect:**

Through past efforts to set performance standards the program now has (1) a 6-year Capital Building Program to schedule the replacement of older / under-sized maintenance buildings, and (2) a Building Maintenance Management System that tracks the scheduling of maintenance and replacement on all major building components statewide.

**Results:**

Provides, maintains, and preserves high-quality, safe, comfortable, and efficient buildings for the public and our employees.

**Effects:**

Buildings and other facilities will be properly maintained to ensure protection of the public investment and prolong the useful life. Employees will be more productive when working conditions are comfortable and safe. Productivity decreases due to structural, mechanical, electrical, or other building-related problems will be minimized with properly scheduled maintenance and replacement.

For more information contact the Administrator at 334-8046.

## Transportation Department, Idaho

### Contract Construction

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#### Description:

Provides the spending authority for construction-related costs of right-of-way acquisition and payments to construction contractors.

#### Major Functions and Targeted Performance Standard(s) for Each Function:

1. Fund Segregation

A. 95% of projects ready to bid on time.

| Actual Results    |      |      |      |
|-------------------|------|------|------|
| 2000              | 2001 | 2002 | 2003 |
| 51%               | 53%  | 65%  | 70%  |
| Projected Results |      |      |      |
| 2004              | 2005 | 2006 | 2007 |
| 80%               | 95%  | 95%  | 95%  |

B. 90% of projects awarded within programmed amount.

| Actual Results    |      |      |      |
|-------------------|------|------|------|
| 2000              | 2001 | 2002 | 2003 |
| 61%               | 86%  | 91%  | 90%  |
| Projected Results |      |      |      |
| 2004              | 2005 | 2006 | 2007 |
| 90%               | 90%  | 90%  | 90%  |

C. Accumulative final contract amounts within 104% of detailed estimates.

| Actual Results    |      |      |      |
|-------------------|------|------|------|
| 2000              | 2001 | 2002 | 2003 |
| 112%              | 109% | 124% | 104% |
| Projected Results |      |      |      |
| 2004              | 2005 | 2006 | 2007 |
| 104%              | 104% | 104% | 104% |

#### Program Results and Effect:

##### Results:

More projects will move sooner to the construction phase.

By closely tracking the "on time," "within programmed amounts," and "accumulative final contract amounts" targeted performance standards the department will be better able to contain project costs.

##### Effects:

Achieving these performance standards will allow the department to do more, complete it more consistently during the appropriate time of the year, and increase cost-efficiency of construction projects.

For more information contact the Administrator at 334-8803.

**Description:**

To provide quality aviation, aviation safety, and search and rescue systems for all users of aviation services visiting or residing in Idaho.

**Major Functions and Targeted Performance Standard(s) for Each Function:**

1. Aviation Safety.

A. Train a minimum of 150 pilots and flight instructors annually at aviation-safety seminars.

| Actual Results    |      |      |      |
|-------------------|------|------|------|
| 2000              | 2001 | 2002 | 2003 |
| n/a               | 60   | 70   | 100  |
| Projected Results |      |      |      |
| 2004              | 2005 | 2006 | 2007 |
| 120               | 135  | 150  | 150  |

2. Airport Management

A. Increase the overall statewide airport pavement-condition index to 81.

| Actual Results    |      |      |      |
|-------------------|------|------|------|
| 2000              | 2001 | 2002 | 2003 |
| n/a               | 76   | 77   | 78   |
| Projected Results |      |      |      |
| 2004              | 2005 | 2006 | 2007 |
| 79                | 80   | 81   | 81   |

3. Business Management

A. Develop an annual Idaho aviation operations and safety report.

| Actual Results    |      |                |            |
|-------------------|------|----------------|------------|
| 2000              | 2001 | 2002           | 2003       |
| n/a               | n/a  | Draft Complete | In Process |
| Projected Results |      |                |            |
| 2004              | 2005 | 2006           | 2007       |
| Complete          | -    | -              | -          |

B. Increase the number of eligible aircraft registered to 82%.

| Actual Results    |      |      |      |
|-------------------|------|------|------|
| 2000              | 2001 | 2002 | 2003 |
| n/a               | 65%  | 70%  | 70%  |
| Projected Results |      |      |      |
| 2004              | 2005 | 2006 | 2007 |
| 74%               | 78%  | 82%  | 82%  |

4. Airport Maintenance

A. Develop database on state airstrip traffic.

| Actual Results    |      |            |          |
|-------------------|------|------------|----------|
| 2000              | 2001 | 2002       | 2003     |
| N/A               | N/A  | In Process | Complete |
| Projected Results |      |            |          |
| 2004              | 2005 | 2006       | 2007     |
| -                 | -    | --         | -        |

## Transportation Department, Idaho

### Aeronautics

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#### **Program Results and Effect:**

##### Results:

Through example and precept, the Division of Aeronautics takes a leadership position in establishing comprehensive aviation programs and operations that ensure safety and emergency capabilities, educate aviation users, and develop and maintain airports with an emphasis on meeting the highest possible levels of safe operation and maintenance.

##### Effects:

Aviation users enjoy the availability of an assorted selection of backcountry, rural, and state-owned air facilities. Aviation travel in Idaho will continue to grow as the aviation public continues to spread the word on the enjoyment of using Idaho's unique and diversified aviation facilities. Efforts will continue to impact as many aviators who reside in Idaho with continuous and comprehensive safety education training.

For more information contact the Administrator at 334-8788.

**Transportation Department, Idaho**  
**Public Transportation**

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**Description:**

To ensure the statewide development and maintenance of integrated public transportation systems for all citizens and visitors, characterized by quality, safety, accessibility, efficiency, and reliability, with operations carried out in the most cost-effective manner feasible.

**Major Functions and Targeted Performance Standard(s) for Each Function:**

1. Administration.

A. Continue the Interagency Working Group pilot program in the Pocatello region

| Actual Results    |         |         |         |
|-------------------|---------|---------|---------|
| 2000              | 2001    | 2002    | 2003    |
| N/A               | Ongoing | Ongoing | Ongoing |
| Projected Results |         |         |         |
| 2004              | 2005    | 2006    | 2007    |
| Complete          |         |         |         |

B. Provide technical and administrative support for Idaho's three new metropolitan planning organizations and urban transit providers.

| Actual Results    |          |         |         |
|-------------------|----------|---------|---------|
| 2000              | 2001     | 2002    | 2003    |
| N/A               | N/A      | Ongoing | Ongoing |
| Projected Results |          |         |         |
| 2004              | 2005     | 2006    | 2007    |
| Ongoing           | Complete | -       | -       |

**Program Results and Effect:**

Results:

By partnering with Blaine County, we now fund a peak-hour commuter service to address traffic congestion in the Wood River Valley identified in the SH-75 corridor planning process. We have also facilitated funding for a Rideshare program in the valley.

The division has begun working with Regional Public Transportation of Lewiston to develop a fixed-route bus service in Moscow. Partners in the process include the city of Moscow, Latah County and the University of Idaho. We have also worked with the City of McCall and Treasure Valley Transit to begin fixed-route transit services in the McCall area providing to major employers, shopping, state offices, and community facilities.

Interagency Working Group meetings have been held quarterly with a coordination pilot project in southeast Idaho begun in late 2001. A Federal Transit Administration (FTA) Intelligent Transportation System (ITS) grant was obtained to complete a study on what computer equipment and software might be available to simplify dispatching, vehicle location, and communications in the four-county area.

Effects:

The division oversees grants to the metropolitan planning organizations and monitors urban transportation providers as part of the federal requirements for oversight. Having the division available for technical assistance enables local agencies to take advantage of state experience in grant management and allows access to the national information network available to the states.

The Interagency Working Group continues to work to overcome barriers to coordination in compliance with federal rules requiring coordination efforts at the state level. As barriers are identified, it will be up to each agency to effect changes in policy or programs to avoid duplication of services.

For more information contact the Administrator at 334-8281.